(c) Does not airse.

(d) With the available facilities, Airlines are free to operate international cargo flights from Guwahati airport.

Guwahati Airport as an International Airport

1996. DR. ARUN KUMAR SARMA: Will the Minister of CIVIL AVIATION be pleased to state:

('a) the arrangements completed so far for making Guwahati a Regional hub and International Airport;

(b) the total outlays, commission schedule and progress of work on the above;

(c) the action contemplated to deal with the very poor quality of work of the domestic terminal buildings at Guwahati;

(d) the list of incomplete work including extension of apron and taxi stand provision of aero-bridge and central air-conditioning; and

(e) the progress of work and target fixed for completion of terminal building and other projects on hand?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (e) The Guwahati Airport has been developed as a "MODEL AIRPORT" and works relating to Arrival Hall and the extension of apron to accommodate six aircraft have been completed.

The total outlay for development of infrastructure facilities at Guwahati airport during 9th Plan period is Rs. 65 crores. The list of works which are at hand, are expansion of domestic terminal building, strengthening of runway, and construction of operational boundary wall. The progress achieved in the expansion of terminal building is 84% and is likely to be completed by July, 2000. Mobilisation of plant and machinery materials is in progress for strengthening of runway and construction of boundary wall which are likely to be completed by December, 2000 and August, 2001 respectively. The central Air-Conditioning work of the terminal building is expected to be completed by December, 2000. Provision of aero-bridge will depend upon the traffic potential and usage of larger aircraft.

With regard to the domestic terminal building, some design related defects regarding flooring and splashing of rain water through open louvers have been noticed and action is at hand to rectify these defects.

Expansion of AI Fleet

†1997. SHRI SWARAJ KAUSHAL: will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government are of the view that increase in the capacity of Air India is urgently required and for this purpose new aeroplanes are immediately required to be added to its fleet;

(b) if so, by when Government propose to induct new aeroplanes in fleet of Air India;

(c) the amount estimated to be spent thereon; and

(d) to what extent the capacity of air India is likely to be increased after induction of new aeroplanes?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (d) Air India has been working at its fleet plan for sometime, but has not taken final decision so far. It is premature at this juncture to indicate the details'regarding number of aircraft to be inducted by the airline, their estimated cost, time frame of their acquisition and increased in capacity after such induction.

Representation of minorities in Appoinments in AI/1A/AAI/HCI

1998. SHRI K. RAHMAN KHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the total number of appointments made during 1998 and 1999 by Indian Airlines, Air India, Airports Authority of India and Hotel Corporation of India;

(b) the details of the different categories of these appointments;

(c) whether adequate representation has been given to minorities in all the categories; and

(d) if not, the reasons therefor?